

DEPARTMENT OF TRANSPORTATION

ESC/OE MS #43
1737 30TH. Street 2ND. Floor
SACRAMENTO, CA 945816



July 23, 1999

11-SD-75-R20.5/R22.0
11-021924

Addendum No. 3

Dear Contractor:

This addendum is being issued to the contract for construction on State highway in SAN DIEGO COUNTY IN SAN DIEGO AND CORONADO FROM THE CORONADO ABUTMENT TO 1.5 MILES NORTH OF THE CORONADO ABUTMENT.

Submit bids for this work with the understanding and full consideration of this addendum. The revisions declared in this addendum are an essential part of the contract.

Bids for this work will be opened on July 29, 1999.

This addendum is being issued to revise the Notice to Contractors and Special Provisions.

In the Special Provisions, the "Notice to Contractors" is revised as attached.

To Proposal and Contract book holders:

- ATTACHED ARE THE DEPARTMENT'S RESPONSES TO THE CONTRACTORS' INQUIRIES. THE RESPONSES TO CONTRACTORS' INQUIRIES, UNLESS INCORPORATED INTO A FORMAL ADDENDA TO THE CONTRACT, ARE NOT A PART OF THE CONTRACT AND ARE PROVIDED FOR THE CONTRACTORS' CONVENIENCE ONLY. IN SOME INSTANCES, THE QUESTION AND ANSWER MAY REPRESENT A SUMMARY OF THE MATTERS DISCUSSED RATHER THAN A WORD-FOR-WORD RECITATION. THE AVAILABILITY OR USE OF INFORMATION PROVIDED IN THE RESPONSES TO CONTRACTORS' INQUIRIES IS NOT TO BE CONSTRUED IN ANY WAY AS A WAIVER OF THE PROVISIONS OF SECTION 2-1.03 OF THE STANDARD SPECIFICATIONS OR ANY OTHER PROVISIONS OF THE CONTRACT, THE PLANS, STANDARD SPECIFICATIONS OR SPECIAL PROVISIONS, NOR TO EXCUSE THE CONTRACTOR FROM FULL COMPLIANCE WITH THOSE CONTRACT REQUIREMENTS. BIDDERS ARE CAUTIONED THAT SUBSEQUENT RESPONSES OR CONTRACT ADDENDA MAY AFFECT OR VARY A RESPONSE PREVIOUSLY GIVEN.
- INDICATE RECEIPT OF THIS ADDENDUM BY FILLING IN THE NUMBER OF THIS ADDENDUM IN THE SPACE PROVIDED ON THE SIGNATURE PAGE OF THE PROPOSAL.
- Submit bids in the Proposal and Contract book you now possess. Holders who have already mailed their book will be contacted to arrange for the return of their book.
- Inform subcontractors and suppliers as necessary.

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This office is sending this addendum by UPS overnight mail to Proposal and Contract book holders to ensure that each receives it.

If you are not a Proposal and Contract book holder, but request a book to bid on this project, you must comply with the requirements of this letter before submitting your bid.

Sincerely,

ORIGINAL SIGNED BY

NICK YAMBAO, Chief
Plans, Specifications &
Estimates Branch
Office of Office Engineer

Attachments

DEPARTMENT OF TRANSPORTATION

NOTICE TO CONTRACTORS

THIS IS AN INFORMAL BIDS CONTRACT

CONTRACT NO. 11-021924

11-SD-75-R20.5/R22.0

Sealed proposals for the work shown on the plans entitled:

**STATE OF CALIFORNIA; DEPARTMENT OF TRANSPORTATION; PROJECT PLANS
FOR CONSTRUCTION ON STATE HIGHWAY IN SAN DIEGO COUNTY IN SAN
DIEGO AND CORONADO FROM THE CORONADO ABUTMENT TO 1.5 MILES NORTH
OF THE CORONADO ABUTMENT**

will be received at the Department of Transportation, 3347 Michelson Drive,
Suite 100, Irvine, CA 92612-1692, until 2 o'clock p.m. on July 29, 1999, at which
time they will be publicly opened and read in Room C - 1116 at the same address.

Proposal forms for this work are included in a separate book entitled:

**STATE OF CALIFORNIA; DEPARTMENT OF TRANSPORTATION; PROPOSAL AND
CONTRACT FOR CONSTRUCTION ON STATE HIGHWAY IN SAN DIEGO COUNTY IN
SAN DIEGO AND CORONADO FROM THE CORONADO ABUTMENT TO 1.5 MILES
NORTH OF THE CORONADO ABUTMENT**

General work description: SEISMIC RETROFIT - TOLL BRIDGE (TOWERS & FOUNDATIONS)

Prebid Meeting:

A pre-bid meeting is scheduled for 10:00 a.m., June 30, 1999, at 1770 Glorietta
Plaza, Coronado, CA 92118, Telephone No. (619) 688-6635. This meeting is intended
to allow all bidders to examine the site of work before bidding to promote full
knowledge of all facilities and difficulties affecting the work.

A pre-bid meeting also is scheduled for 1:00 p.m. to 4:00 p.m., July 1, 1999, at
2829 Juan Street, San Diego, CA 92110, Telephone (619) 688-6635.

This meeting is to discuss the following issues:

1. Overview of the project.
2. Environmental Concerns:
 - a) Eel grass (Environmental Sensitive Area - (ESA).
 - b) Peregrine Falcon nesting areas on the bridge.
 - c) Water Quality - Prevention of sedimentation as well as pollution.
3. Installation of isolator bearings: The need for the bridge to be raised
while in use involves some very specialized technology.
4. CPM schedule.
5. Coordination with Caltrans Maintenance.
6. Working in the on the water:
 - a) Dealing with Coast Guard issues - i.e. Placement of buoys near the main
shipping channel.

- b) The large amount of ship and barge activity to deal with during the life of the project (Contractor as well as the sea going public). Including notification to mariners.
- c) Relations with the San Diego Port District (i.e., Contacting the Harbormaster).

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7. Working in the on the water:

- d) Dealing with Coast Guard issues - i.e. Placement of buoys near the main shipping channel.
- e) The large amount of ship and barge activity to deal with during the life of the project (Contractor as well as the sea going public). Including notification to mariners.
- f) Relations with the San Diego Port District (i.e., Contacting the Harbormaster).

8. Partnering.

9. Electronic Mobile Daily Diary System Data Delivery.

10. Dealing with adjacent private property owners and their business.

The Department will consider bidder inquiries only when a complete "Bidder Inquiry" form is submitted. A copy of the "Bidders Inquiry" form is available on the Internet at "<http://tresp.dot.ca.gov/sfobb/index.html>". Submit "Bidder Inquiry" forms to the Duty Senior at "Duty_Senior_Const_District 11 @ dot..ca.gov", or by fax (619) 688-6988.

This project has a goal of 3 percent disabled veteran business enterprise (DVBE) participation.

The time limit specified for the completion of the work contemplated herein is considered insufficient to permit completion of the work by the Contractor working a normal number of hours per day or week on a single shift basis. Should the Contractor fail to maintain the progress of the work in accordance with the "Progress Schedule" required in these special provisions, additional shifts will be required to the extent necessary to ensure that the progress conforms to the abovementioned schedule and that the work will be completed within the time limit specified.

Bids are required for the entire work described herein.

At the time this contract is awarded, the Contractor shall possess either a Class A license or a combination of any of the following Class C licenses which constitutes a majority of the work: C-50, C-51.

The Contractor must also be properly licensed at the time the bid is submitted, except that on a joint venture bid a joint venture license may be obtained by a combination of licenses after bid opening but before award in accordance with Business and Professions Code, Section 7029.1.

This contract is subject to state contract nondiscrimination and compliance requirements pursuant to Government Code, Section 12990.

Preference will be granted to bidders properly certified as a "Small Business" as determined by the Department of General Services, Office of Small Business Certification and Resources at the time of bid opening in accordance with the provisions in Section 2-1.04, "Small Business Preference," of the special provisions, and Section 1896 et seq, Title 2, California Code of Regulations. A form for requesting a "Small Business" preference is included with the bid documents. Applications for status as a "Small Business" must be submitted to the Department of General Services, Office of Small Business Certification and Resources, 1531 "I" Street, Second Floor, Sacramento, CA 95814, Telephone No. (916) 322-5060.

A reciprocal preference will be granted to "California company" bidders in accordance with Section 6107 of the Public Contract Code. (See Sections 2 and 3 of the special provisions.) A form for indicating whether bidders are or are not a "California company" is included in the bid documents and is to be filled in and signed by all bidders.

Project plans, special provisions, and proposal forms for bidding this project can only be obtained at the Department of Transportation, Plans and Bid Documents, Room 0200, Transportation Building, 1120 N Street, MS #26, Sacramento, California 95814, FAX No. (916) 654-7028, Telephone No. (916) 654-4490. Use FAX orders to expedite orders for project plans, special provisions and proposal forms. FAX

orders must include credit card charge number, card expiration date and authorizing signature. Project plans, special provisions, and proposal forms may be seen at the above Department of Transportation office and at the offices of the District Directors of Transportation at Irvine, Oakland, and the district in which the work is situated. Standard Specifications and Standard Plans are available through the State of California, Department of Transportation, Publications Unit, 1900 Royal Oaks Drive, Sacramento, CA 95815, Telephone No. (916) 445-3520.

Cross sections for this project are not available.

The successful bidder shall furnish a payment bond and a performance bond.

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Pursuant to Section 1773 of the Labor Code, the general prevailing wage rates in the county, or counties, in which the work is to be done have been determined by the Director of the California Department of Industrial Relations. These wages are set forth in the General Prevailing Wage Rates for this project, available at the Labor Compliance Office at the offices of the District Director of Transportation for the district in which the work is situated, and available from the California Department of Industrial Relations' Internet Web Site at: <http://www.dir.ca.gov>. Future effective general prevailing wage rates which have been predetermined and are on file with the Department of Industrial Relations are referenced but not printed in the general prevailing wage rates.

DEPARTMENT OF TRANSPORTATION

Deputy Director Transportation Engineering

Dated May 10, 1999

AFL

CONTRACT NO. 11-021924
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11-029124

CONTRACTOR'S INQUIRY RESPONSE

JULY 21, 1999

The responses to contractors' inquiries, unless incorporated into a formal addenda to the contract, are not a part of the contract and are provided for the contractor's convenience only. In some instances, the question and answer may represent a summary of the matters discussed rather than a word-for-word recitation. The responses may be considered along with all other information furnished to prospective bidders for the purpose of bidding on the project. The availability or use of information provided in the responses to contractors' inquiries is not to be construed in any way as a waiver of the provisions of section 2-1.03 of the Standard Specifications or any other provision of the contract, the plans, Standard Specifications or Special Provisions, nor to excuse the contractor from full compliance with those contract requirements. Bidders are cautioned that subsequent responses or contract addenda may affect or vary a response previously given, and any such subsequent response or addenda should be taken into consideration when submitting a bid for the project.

CALTRANS TOLL BRIDGE - DISTRICT 11 ADDRESS

The Caltrans District 11 Office is located at 2829 Juan Street, San Diego, CA 92110. The mailing address is P.O. Box 85406, San Diego, CA 92186-5400. The District 11 Duty Senior telephone number is (619) 688-6635. Please submit all inquiries by fax to (619) 688-6988 or by email to Duty_Senior_Const_District11@dot.ca.gov.

Inquiries and Responses

- 1 Per Section 10-1.38 VISCOUS DAMPING DEVICES of the Special Provisions, please provide the list of pre-qualified suppliers as determined by the State of California.

Per requirement 1., there are two pre-qualified suppliers.

TAYLOR DEVICES, INC.
90 Taylor Drive
North Tonawanda, NY 14120
(716) 694-0800

ENIDINE, INC./ ENIDINE WEST
212 Technology Drive, Suite M
Irvine, CA 92718
(949) 727-9112

- 2 Page 2 of the IMPORTANT SPECIAL NOTICES states that the contract work day count will start on the first working day after contract approval. Section 4 states that it will start on the 15th calendar day after approval of the contract. Please resolve.

An addendum (#1) will be issued to revise Section 4-BEGINNING OF WORK, TIME OF COMPLETION AND LIQUIDATED DAMAGES.

3 Section 10-1.07 TRANSPORTATION FOR THE ENGINEER, will one boat operator/crew be required for the project or one for each boat for a total of two?

An addendum (#1) will be issued to revise Section 10-1.07.

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4 Should Item 31 and 32 be final pay quantities?

An addendum (#1) will be issued.

5 In regards to the "Materials Information Handout" specifically the DEPARTMENT OF FISH AND GAME, Notification # 5-011-98. Condition #4 states that not more than one acre of the eel grass will be impacted. What portion of this will be available to the contractor for temporary access needs?

The referenced agreement between the Department of Fish and Game and the Department of Transportation authorizes not more than one acre of eel grass habitat shall be impacted within the WORK ACCESS BOUNDARIES.

6 In regards to the "Materials Information Handout" specifically the DEPARTMENT OF FISH AND GAME, Notification # 5-011-98. Condition #4 refers to a document pertaining to eel grass restoration. Please make this document available to the contractor.

The referenced document will not be available to the contractor. Any impact to the eel grass habitat within the WORK ACCESS BOUNDARIES shall be the responsibility of the State of California Department of Transportation to restore and monitor per the requirements of the agreement.

7 Please advise which bid/specification includes the supply of the 1 3/8" diameter prestress anchor bars to be pressure grouted in cored holes in column caps (i.e. Section B-B, Sheet 74 of 411).

An addendum (#2) will be requested to clarify payment of the prestress anchor bars. Bid it as you see it unless an addendum is issued.

8 Please clarify if temporary lateral bracing at each pier (described in Sec. 10-1.20B) is to remain in place until all of the isolators in all of piers have been installed and then removed simultaneously.

Once the bearings are installed and the jacks released (i.e. all the bearing replacement operations have been completed for the bent) the temporary lateral bracing may be removed. There is no need to wait until all the bents are completed. See Section 10-1.01 "Order of Work" for further information.

9 The distributed copy of Sheet 76 of the contract drawings is missing some of the left side of the sheet and therefore it's missing the overall height of the column cap for Piers 12 through 14. Please identify this dimension on the Elevation View.

An addendum has been requested to provide a complete replacement sheet. Bid it as you see it unless an addendum is issued.

10 Our takeoff quantity for Item 60, Marine Plywood, significantly exceeds the bid quantity. Please confirm the accuracy of the bid quantity.

There appears to be an error in the quantity for Item 60, Marine Plywood. An addendum has been requested to correct the item quantity. Bid it as you see it unless an addendum is issued.

11 Our takeoff weights for Item 66, Miscellaneous Metal (Restrainer -Cable Type) significantly exceed the bid quantity. Please confirm accuracy of the bid

quantity. Are the anchorage assemblies shown on plan sheet 152 of 265 intended to pay under this item (or under structural steel)?

Quantities for Miscellaneous Metal (Restrainer -Cable Type) include cables, swaged fittings, studs, nuts, disc springs and special washers as stated in Section 10-1.51, Miscellaneous Metal (Restrainer -Cable Type) of the Special Provisions. Anchorage assemblies as shown on sheet 152 of 265 are included in the structural steel items.

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12 Which restrainers are intended to pay under Item 67, Miscellaneous Metal (Restrainer-Rod Type)? Is it intended that anchorage assemblies pay under this item (or under structural steel)?

There appears to be an error in the quantity for Miscellaneous Metal (Restrainer -Rod Type). An addendum will be requested to correct the item quantity. Bid it as you see it unless an addendum is issued. Brackets, plates and other steel items associated with restrainer anchorage are included in the structural steel items.

13 1) We have been detailing the Coronado Bridge isolation bearings. Our optimum bearing is 19.875". This bearing meets all the requirements of the specification but because of the slope of the bridge there is a clearance problem at 7 of the 52 bearing locations. We would like to use 1 1/2" grout pad. The maximum depth of concrete removed would be 1.3" at 3 locations, 2.1" at 1 location and 1.1" at 3 locations. Could you please check with the designer to see if this installation procedure is acceptable?

Concrete may be removed provided all the following conditions are met:

- a) Removed concrete is replaced with concrete or non-shrink cementitious grout.
- b) The removed material shall not extend below the top of the existing reinforcement.
- c) The concrete cover shall be replaced with a thickness of approved material that is not less than 2".
- d) The perimeter of the vertical edge of the removed material shall be coated with an approved epoxy bonding agent just prior to casting the replacement material.
- e) In determining the height of the isolator assembly, the bidder shall assume that the existing cover could be as low as 1.5".
- f) The clear space between the existing plate girders and the pier cap is approximate and may be different than that shown on the As-Built plans. Therefore the bidder should allow for some reserve.
- g) The bottom steel plates shall not be in a "trough" where water can collect.

14 See Note 2 on Plan Sheet 57 of 411 (which requires the Contractor to provide vertical joint location of the footing skirt panel for approval by the Engineer). What is the intent of this note?

It appears that this note is not applicable to the skirt panel detail. An addendum will be requested to remove this note. Bid it as you see it unless an addendum is issued.

15 See Plan Sheet 78 of 411, Section B-B. The bend on the #9 bar (through the column cap) will not facilitate placement of the coupler.

Not all mechanical couplers will work in this situation, but there are some that are short enough to fit.

16 See Section 10-1.23, Piling, of the Special Provisions. Will initial installation of piles (15' max penetration) by vibratory hammers and/ or minor dredging around pier 2-4 piles be allowed?

Vibratory hammers are not allowed by the special provisions. Local dredging around pile locations is not permitted because of the detrimental effect on pile capacity.

17 We request that the Friction Pendulum Bearing be added as a permitted isolation bearing on page 116 of the Special Provisions.

The Friction Pendulum Bearing was considered for use on this project but it was determined that the friction pendulum bearing does not meet the seismic design displacement requirements for this project.

18 Is it required that every pile on the project be redriven after filling with concrete to the bottom of the reinforcing steel?

Per Special Provisions Section 10-1.23, all piles are to be redriven after filling with **concrete to the** bottom of reinforcing steel.

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19 Is a construction joint required at the bottom of the reinforcing steel (none shown in the plans)?

It is expected that a construction joint will be necessary at the bottom of the reinforcing steel in order to redrive the pile and to insure that the reinforcing steel is placed at the correct elevation in case additional pile penetration is necessary.

20 See Plan Sheet 189 of 411. Does Section A-A apply to the entire suspended span (from CL tied hinge to CL of expansion hinge)? Please clarify.

Section A-A applies only to the cross-frame on the suspended span side of the expansion hinge. For clarification, see "Longitudinal Elevation" view on Plan Sheet 186 of 411.

21 With what software is the "CPM" compatible. i.e. Microsoft "PROJECT" etc. And is the "MANAGER PAD" device compatible with a "PALM III" handheld device? Or its software?

Information regarding the Primavera Project Planner software can be obtained from Primavera Systems, Inc - Technical Support Department at (610) 668-3030 or at <http://www.primavera.com/>.

22 Will the Caltrans storage yard just south of Pier 2 be available for contractor's use?

As per Section 5-1.35 AREAS FOR CONTRACTOR'S USE of the Special Provisions: No area is available within the contract limits for the exclusive use of the Contractor.

23 Has testing been performed to identify the existence and concentration of regulated heavy metals in the existing paint? (structural & miscellaneous metals requiring modification)

No test results are available, refer to Section 10-1.20 EXISTING HIGHWAY FACILITIES of the Special Provisions for information regarding the containment of debris produced when the existing paint system is disturbed.

24 See Plan Sheet 392 of 411, Note at the bottom right of the sheet. The note reads: "The removal of air and water plugs and installation of valves and adators also applies from pier 18 thru pier 21, Typ." a) The plans show no details for mechanical work from piers 18 to 21. Please provide. b) What is an adator?

a) The note simply states that the removal of air and water plugs and installation of valves and adaptors is also to be done at piers 18 through 21. b) "Adator" is a misspelling for "adaptor".

25 The drawings indicate a paint system on Plan Sheet 74 of 411 to be applied to the piles. Please indicate which paint system is required.

The paint system for the piles is addressed in Section "Open Ended Cast-In-Steel Shell Concrete Piling" of the Special Provisions.

26 An explanation is needed to clarify traffic flow into and out of Coronado. For example, how many lanes are needed for morning commute into Coronado or San Diego. A traffic flow schematic would help clarify charts 1 & 2 on special provisions page 84.

The San Diego - Coronado Bay Bridge has five (5) lanes total, the following lane configuration is the normal schedule for the movable barrier. The hours listed are standard except when Maintenance operations require minor deviations from the hours listed, refer to Section 10-1.06 COOPERATION of the Special Provisions.

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Monday through Friday

1200 AM to 830 AM 3 lanes northbound and 2 lanes southbound

930 AM to 530 PM 2 lanes northbound and 3 lanes southbound

630 PM to 1200 AM 3 lanes northbound and 2 lanes southbound

Saturday and Sunday/ Designated Legal Holidays

1200 AM to 1200 AM 3 lanes northbound and 2 lanes southbound

27 Note: Whenever the word "BIDDER" is used the response shall include all subcontractor, subsidiaries and suppliers of the prime contractor.

The requirement imposes an unreasonable burden on the bidder especially with respect to subcontractors, many of them will not be known until minutes prior to bid submission making it virtually impossible to include their responses to the lengthy questionnaire with the bid. We request that the time for submission of subcontractor and supplier responses to the questionnaire be extended to noon on the 2nd business day after the bid opening.

No. Bid it as you see it.

28 The BRIDGE SEISMIC RETROFIT INFORMATION/QUESTIONNAIRE indicates that the document "shall be included with your Bid Proposal". In as much as some of the question items pertain to work potentially subcontracted and given that the low sub may not be known until near the bid hour, would it be possible to turn the questionnaire in by August 2, as part of the post-bid meeting requirement instead?

No. Bid it as you see it.

29 Please be more specific on what kind of citations or violations you need information on. Is this for Caltrans projects only? Is this for the parent company and all of it's subsidiaries or just the bidding entity?

Question Number 1 of the BRIDGE SEISMIC RETROFIT INFORMATION/QUESTIONNAIRE requires the bidder to provide information and ultimate disposition for any citations issued by any government entity for any safety related violations on previous highway or building construction projects. The definition of "previous projects" is not Caltrans inclusive. Per the QUESTIONNAIRE the word "bidder" is defined to include all subcontractors, subsidiaries and suppliers of the prime contractor.

30 As shown on sheet 44 & 352 of 411, and special provisions Section 10-1.10. Portions of the Abutment 1 new pile cap (south) and transverse beam conflict with conduits and the comm. pull box in the vicinity of vaults 11& 12. These facilities are not shown to be relocated. Please resolve.

Bid it as you see it per the plans and special provisions.

31 As shown on sheet 10 of 411 and special provisions Section 10-1.10. Please provide a schedule and alignment for relocation of the other utilities that conflict with Abutment 1 work i.e. two fiber optic cable and Cox/TCG fiber optic cable.

Bid it as you see it per the plans and special provisions.

32 As shown on sheet 10 of 411 and special provisions Section 10-1.10 on page 82 paragraph 7. This utility shows on sheet 10 to conflict with the Abutment 1 work.

How can we wait until contract completion for it to be relocated? Please provide a schedule and alignment for a relocation prior to Abutment 1 work.

Bid it as you see it per the plans and special provisions.

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33 The specs are silent on will who be the "generator" or the responsible party for the disposal of lead contaminated soil, lead paint debris, and creosote timber. Will the State be the GENERATOR and the responsible party? Will the State sign the manifests for the transportation and disposal of the materials?

Yes, the State is the generator and the Resident Engineer will be responsible for signing all shipping manifests.

The following issues (next three questions) are in regard to the viscous dampers:

34 The prototype test 3, specified as "+/- 2 inch stroke at a 2.5 second period for 200 sinusoidal cycles" of the Special Provisions cannot be performed on dampers. The energy dissipated during this test will exceed the capabilities of the damper by a large factor. This test should be revised to a lower frequency or deflection consistent with the measured frequency/deflection of wind cycling under fully damped conditions.

Bid it per plans and specifications.

35 All testing must be performed at SRMD at UC San Diego. An option to perform the testing at a lab other than the one specified would save a significant amount of time and money. We are greatly concerned with the availability of the test lab. Any delays in testing would seriously impact the construction schedule for this project. The manufacturer should at least be allowed to select a suitable testing lab for the proof testing.

Bid it per plans and specifications.

36 The piston rod material has been specified as 316 stainless steel. While the use of stainless steel is essential, the 316 grade of stainless (steel) is difficult to machine, very low strength material (35 ksi) and should not be used for piston rod. Other stainless steels such as 17-4PH are more appropriate for use as piston rod material. Therefore, the number "316" should be removed from the specification.

Bid it per plans and specifications.

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